

**AMENDMENTS TO THE CLAIMS:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (currently amended) A method for controlling a drive train for a motor vehicle, with the drive train [[(10)]] having

- a drive machine [[(14)]],
- an automatic gearwheel variable-speed transmission [[(19)]],
- an automatic clutch [[(12)]], which is arranged between the drive machine [[(14)]] and the gearwheel variable-speed transmission [[(19)]], and
- at least one control device [[(49)]],

wherein

- the control device [[(49)]] makes a selection, as a function of selection rules and vehicle parameters and/or operating variables of the motor vehicle as to whether the clutch [[(12)]] will remain engaged or disengaged when a gear change takes place from an original gear to an intended gear in the gearwheel variable-speed transmission [[(19)]], and
  - when a gear change is carried out with the clutch [[(12)]] engaged, the rotation speed of the transmission input shaft [[(11)]] is synchronized to the intended rotation speed in the intended gear by influencing the drive machine [[(14)]],

characterized in that

- a gear change is carried out exclusively with the clutch [[(12)]] disengaged

- after initial starting-up of the drive train [[(10)]] until all of the vehicle parameters which are relevant for the selection process have been determined by the control device [[(49)]],

and/or

- when a malfunction is identified in a component in the drive train [[(10)]].

2. (currently amended) The method as claimed in claim 1, ~~characterized in that wherein~~

- the control device [[(49)]] carries out at test as a function of test rules to determine whether the gear change can be carried out with the clutch [[(12)]] engaged, and

- the selection depends on the result of the test.

3. (currently amended) The method as claimed in claim 2, ~~characterized in that wherein~~ the test can be carried out as a function of vehicle parameters and/or operating variables of the motor vehicle.

4. (currently amended) The method as claimed in ~~one of claims 1 to 3~~ claim 1, ~~characterized in that wherein~~ the selection and/or the test are/is carried out at least in some operating areas as a function of the intended gear for the gearwheel variable-speed transmission [[(19)]].

5. (currently amended) The method as claimed in ~~one of claims 1 to 4~~ claim 1, ~~characterized in that wherein~~ the selection and/or the test are/is carried out at least in some operating areas as a function of variables which describe the environment of the motor vehicle.

6. (currently amended) The method as claimed in claim 1 [[or 2]], ~~characterized in that wherein~~ the vehicle parameters are variable.

7. (currently amended) The method as claimed in claim 1, ~~characterized in that wherein~~ the gearwheel variable-speed transmission [[(19)]] has a synchronization device

(transmission brake 52) which can be driven by the control device [[(49)]] and by means of which a transmission input shaft [[(11)]] can be braked, and, when changing up with the clutch [[(12)]] disengaged, the control device [[(49)]] selects whether the synchronization device (transmission brake 52) will be driven, with the transmission input shaft [[(11)]] thus being braked, or whether it will not be driven.

8. (currently amended) The method as claimed in claim 1,

~~characterized in that~~ wherein

at the start of changing-down operations, the clutch [[(12)]] remains engaged and the control device [[(49)]]

- drives an actuating element (gear-changing actuator 48) in order to deselect the original gear,

- determines a time since the driving of the actuating element (gear-changing actuator 48),

- monitors whether the original gear has been deselected, and

- if the determined time exceeds a threshold without the original gear having been deselected, the clutch [[(12)]] is disengaged.

9. (currently amended) The method as claimed in claim 8,

~~characterized in that~~ wherein

the stated threshold is dependent

- on vehicle parameters of the motor vehicle and/or

- on operating variables of the motor vehicle and/or

- on variables which describe the environment of the motor vehicle.